

Vol. XL No. 6649. 號四十月一十年四十八百八千一英 HONGKONG, FRIDAY, NOVEMBER 14, 1884. 日七廿月九年申甲 PRICE, \$2. PER MONTH.

PRICE, \$2 PER MONTH

Shipping.

Steamers.

Steamers.

**THE EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY,
LIMITED.**

**FOR SYDNEY, MELBOURNE AND
ADELAIDE.**

*(Calling at PORT DARWIN & QUEEN
LAND PORTS, and taking through
Cargo to NEW ZEALAND, NEW CAL-
DONIA, TASMANIA, and CHINA.)*

The Steamship
Tuanadee,
Captain GREEN, will
be despatched for the above
Ports on SATURDAY, the 22nd Instant
at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, November 3, 1884. 18

UNION LINE.

UNION LINE.
FOR YOKOHAMA AND HIOGO.
The Steamship
Hampshire,
Captain CHILB, due
on or about the 10th Inst.
will have immediate despatch for the above


For Freight or Passage, apply to

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
 Hongkong, November 4, 1884. 18

FOR LONDON VIA SUEZ CANAL
 The Steamship
Glenfruin,
 Captain NORMAN, will
 be despatched as above
 on or about the 26th Instant.
 This Steamer has superior Accommoda-
 tion for Passengers and carries a Doe

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, November 8, 1884.

UNION LINE.
FOR HAVRE AND HAMBURG,
VIA SUEZ CANAL.
The Steamship

 The Steamship, *Cascaedia*, Captain FRASER, will be despatched for the above Ports on MONDAY, the 8th December next at 5 p.m.

For Freight or Passage, apply to

RUSSELL & Co.
Agents.
Hongkong, November 5, 1884.

FOR HAVRE AND HAMBURG.

VIA SUEZ CANAL.


The Steamship
Hemera,
Captain WAGNER, will
despatch for the ab-
Ports on or about the 10th Proximo.

For Freight or Passage, apply to
SIEMSSSEN & Co.
Agents.
 Hongkong, November 6, 1884.

Sailing Vessels.


FOR NEW-YORK.

The 3/3 L.L. American Ship

 **SHELDEN**, Master, will load for the above Port, and have quick despatch.
For Freight, apply to
RUSSELL & Co

Hongkong, October 10, 1884.

FOR HONOLULU.
The American Barque
Ceylan,
BARSTOW, Master, will load



for the above Port, and
have quick despatch.
For Freight, apply to
RUSSELL & Co
Hongkong, November 4, 1884.

FOR NEW YORK.
The 3/8 L.L. American Ship
Wandering Jew,
TALFEY, Master, will load here
for the above Port, and

have quick despatch.
For Freight, apply to
RUSSELL & Co
Hongkong, October 25, 1884.

FOR SAN FRANCISCO.
The 3/3 L.I.I. British Ship.
Honolulu
EDGETT, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, October 27, 1884. 18

SEE WOO,

TAILOR, DRAPER & OUTFITTER
No. 55, Queen's Road Central, Hongkong
HAS NOW LANDING, FOR SALE
ALL Kinds of AUTUMN and WINTER
WOOLLEN CLOTHES.
DANIEL BERNARD & CO. LTD.

CHRISTY'S GENTLEMEN'S - New - Zeph
Black, Drab, and Brown FELT HATS.
All Sorts of Fancy and Black SIL
SCARVES, TIES, White DRESS TIES,
WOOLLEN WRAPPERS. Coloured

White KID GLOVES.
WOOLLEN and LERINO UNDER
SUITS and SOCKS.
White TABLE CLOTHS, NAPKINS
SILK & CAMBRIC HANDKERCHIEFS
and TOWELS.

Best kinds of TOILET PERFUMS
and SOAPS.
Dawson's BOOTS, SHOOTING BOOTS,
SHOES and TENNIS SHOES, &c., &c.
AT LOW PRICES.
Hongkong, October 25, 1884. 1884

For Sale.

MacEwen, Fricke & Co.
No. 53, Queen's Road East,
(Opposite the Commissariat),
ARE NOW
LANDING FROM AMERICA.

POPOAN BUTTER.
Eastern and Californian CHEESE.
CODFISH, Bonell's.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
Family BREAD in 25 lb. cans.
Best Ideal SALMON in 25 lb. cans.
Cutting's Dessert FRUITS in 25 lb. cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage MEAT.
Stuffed PEPPERS.
Richardson & Robinson's Celebrated Potted MEATS.
Lunch HAM.
Lamb's TONGUES.
Olan OROVORE.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUCCOTASH.
Maple SYRUP.
Golden SYRUP.
Cracked WHEAT.
HOMINY.
HONEY.

FAIRBANKS' SCALES.

400 lb. Capacity.
600 lb. " "
900 lb. " "
1,200 lb. " "

'KAISAR-I-HIND'

CIGARETTES
in crystallized Boxes of 100 at \$0.50
per mille.

SPORTING AND RIFLE GUNPOWDER

in 1-lb. Tins.

AGATE IRON WARE.

INSULATION RUBBER.
TUCK'S PATENT PACKING.
HITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.
LAWN BOWLS.

PAINTS and OILS.

TALLOW and TAR.
PITCH and ROSIN.

Ex late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF
STORES,

including:

ALMONDS and RAISINS.
FRESH PLUMS.
TITSBURY'S DESSERT FRUITS.
JORDON ALMONDS.

FINE YORK HAMS.
PIONIC TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.
Digby CHICKS.
Yarmouth BLATERS.
Kippure HERRINGS.
Herrings & SARDINES.

SPARTAN
COOKING STOVES.

OLABETS-

CHATEAU MARGAUX.
CHATEAU LA FOU, pints & quarts.
FINE GRAVES.
BREAKFAST OLABET.

SHERRIES & PORT-

SACON'S MANZANILLA & AMON-
TILLADO.
SACON'S OLD INVALID PORT
(1848).
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.

1 and 3-star HENNESSY'S BRANDY.
COGNAC'S & BRANDY.
FINEST OLD BOURBON WHISKY.
KINAHAN'S LL WHISKY.
ROYAL GLENDEE WHISKY.
BOON'S OLD TOB.
E. & J. BROWN'S IRISH WHISKY.
ROSE'S LIME JUICE COBOLD.
NOLLY PRAT & Co.'s VERMOUTH.
JAMESON'S WHISKY.
MARSHALL.
HARTEN OIDER.
CHATEAU.
MARSHOHO.
OURAO.
ANGOSTURA, BOTTLED BY CARBON and
BITTERS.
&c., &c., &c.

BASS' ALE, bottled by CARBON and
SAUNDERS, pints and quarts.

GUINNESS STOUT, bottled by E. &
J. BROWN, pints and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.
ALE and PORTER, in hogsheads.

CIGARS.

Five New Season's CUMSHAW TEA, in
5 catty Boxes.
BREAKFAST CONGOU at 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF
BOXES, OASH and PAPER
BOXES, at Manufacturer's Prices.

Hongkong, August 15 1884.

To Let.

GODOWN-STO LET.
PRATA EAST AND WANGHAI ROAD.
For Particulars, apply to
SIEMSEN & Co.
Hongkong, April 26, 1883. 767

TO LET.
NOS. 1 and 6, RICHMOND TERRACE, Bon-
huan Road.
The Premises lately occupied by Messrs.
SAYLE & Co. ('Victoria Exchange') in
Queen's Road, with Dwelling-house above
and Godown on Ground-floor. To be let
either in conjunction with Store or separate-
ly. Possession from 1st November next.
Apply to
H. A. WOOLNOUTH,
Hongkong, October 11, 1884. 1731

TO LET.
A BUNGALOW at the PRAT.
Apply to 'A. B.'
c/o THE OFFICE OF THIS PAPER.
Hongkong, October 29, 1884. 1836

TO LET.
GREENMOUNT, BONHAI ROAD; from
the 1st of September, 1884.
Apply to
GILMAN & Co.
Hongkong, July 21, 1884. 1204

TO LET.
NOS. 25, PRATA CENTRAL.
Nos. 2 and 3, SEYMOUR TERRACE.
Nos. 2 and 3, PRATA'S HILL.
UPPER FLOOR of No. 6, QUEEN'S
ROAD CENTRAL (OVER ARAB'S STORE).
Apply to
DAVID SASSON, SONS & Co.
Hongkong, October 31, 1884. 1843

NOTICES TO CONSIGNEES.
INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FROM CALOUTTA, PENANG AND
SINGAPORE.

THE Steamship *Taitung* having arrived
from the above Ports, Consignees
of Cargo are hereby requested to send in
their Bills of Lading to the Undersigned
for countersignature, and to take im-
mediate delivery of their Goods.
Cargo impeding the discharge will be
at once landed and stored at Consignee's
risk and expense.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, November 11, 1884. 1900

NOTICE TO CONSIGNEES.
COMPAGNIE DES MESSAGERIES
MARITIMES.

CONSIGNEES of the following Cargo
are requested to send in their Bills of
Lading to the Undersigned for counter-
signature, and to take immediate delivery.
This Cargo has been landed and stored at
their risk and expense.
No Fire Insurance has been effected.
Ex *Dijonville*.
H.N.M. (in tria), Nos. 6, 9, 2 cases
Barthelemy, &c., from London.

Ex *Ozeta*.
H.N.M. (in tria), Nos. 4/5-2 cases Hard-
ware, from London.
G. DE CHAMPEAUX,
Agent.
Hongkong, September 29, 1884. 1649

NOTICES TO CONSIGNEES.
THE Steamship *Hampshire*, Captain
CHICK, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading to
the Undersigned for countersignature, and
to take immediate delivery of their Goods
alongside.

Cargo impeding the discharge of the
Steamer will be at once landed and stored
at Consignee's risk and expense, and no
Fire Insurance will be effected.
Optional cargo will be forwarded on to
JAPAN, unless notice to the contrary be
given before Noon To-morrow, the 13th
Inst.

All Claims against the Steamer must
be presented to the Undersigned on or before
the 18th Inst., or they will not be recognized.
RUSSELL & Co.,
Agents.
Hongkong, November 12, 1884. 1912

NOTICE TO CONSIGNEES.
FROM ANTWERP, LONDON AND
SINGAPORE.

THE Steamship *Hampshire*, Captain
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RUSSELL & Co.,
Agents.
Hongkong, November 12, 1884. 1912

Notices to Consignees.

FROM GLASGOW, LONDON, PENANG
AND SINGAPORE.

THE S.S. *Glenelg* having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that their
Goods—being landed at their risk into the Godown
of the Undersigned, whence and/or from
the Wharves or Boats delivery may be ob-
tained.
Optional Cargo will be forwarded un-
less notice to the contrary be given before
Noon To-morrow.

Cargo remaining undelivered after the
18th Inst. will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, November 12, 1884. 1909

NOTICE TO CONSIGNEES.
THE STEAMSHIP *ARRATON*
APCAR, FROM CALOUTTA, PENANG
AND SINGAPORE.

CONSIGNEES by above Vessel are re-
quested to take immediate delivery of their
Cargo. The Steamer will go into
Dock on Friday Morning, the 14th Inst.,
and if Cargo impeding her discharge by
that time will be landed and stored at Con-
signee's risk and expense, and no Fire
Insurance will be effected.
DAVID SASSON, SONS & Co.,
Agents.
Hongkong, November 10, 1884. 1896

NOTICE TO CONSIGNEES.
BRITISH STEAMER *CRUSADER*,
FROM SAIGON.

CONSIGNEES of U 533 bags BROKEN
Rice, shipped by Compagnie Francaise
de Saigon in the above Steamer, are hereby
informed that their Goods have been landed
and stored at their expense and risk in the
Godown of the Undersigned.

LEE WING & Co.,
No. 12, Queen's Street.
Hongkong, November 7, 1884. 1887

**FROM NEW YORK,
AMERICAN SHIP *LUZON*.**

THE above Ship having arrived, Con-
signees of Cargo are requested to send in
their Bills of Lading to the Undersigned
for countersignature, and to take immediate
delivery of their Goods.

Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signee's risk and expense.
No Fire Insurance will be effected.
DOUGLAS LAPIRAK & Co.,
Agents.
Hongkong, November 8, 1884. 1890

NOTICE TO CONSIGNEES.
FROM ANTWERP, LONDON AND
SINGAPORE.

THE Steamship *Hampshire*, Captain
CHICK, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading to
the Undersigned for countersignature, and
to take immediate delivery of their Goods
alongside.

Cargo impeding the discharge of the
Steamer will be at once landed and stored
at Consignee's risk and expense, and no
Fire Insurance will be effected.
Optional cargo will be forwarded on to
JAPAN, unless notice to the contrary be
given before Noon To-morrow, the 13th
Inst.

All Claims against the Steamer must
be presented to the Undersigned on or before
the 18th Inst., or they will not be recognized.
RUSSELL & Co.,
Agents.
Hongkong, November 12, 1884. 1912

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RUSSELL & Co.,
Agents.
Hongkong, November 12, 1884. 1912

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Inst.

To-day's Advertisements.

FOR SHANGHAI.
The Steamship
Peking,
Captain G. HEDERBERG,
will be despatched for the
above Port TO-MORROW, the 16th Inst.,
at 4 p.m.

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, November 14, 1884. 1922

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR HOIHOW AND PAKHOI.
The Co's Steamship
Haitung, Capt. GORDON, will be
despatched for the above
Ports TO-MORROW, the 16th Inst., at
4 p.m.

For Freight or Passage, apply to
DOUGLAS LAPIRAK & Co.,
General Managers.
Hongkong, November 14, 1884. 1925

FOR YOKOHAMA AND HIOGO.
The Steamship
Benary,
expected here on 20th
Inst., will have prompt
despatch as above.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, November 14, 1884. 1921

**STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, GIBRALTAR,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH, AND LONDON;**
and
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.H.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
ITALIA, Captain A. W. ADAMSON, with
H.M. Majesty's Mail, will be despatched
from this for LONDON, via BOMBAY
and SUEZ CANAL, on TUESDAY, the
20th November, at 4 p.m.

Cargo will be received on board until
10 a.m. on the day of sailing.
Parcels and Specie (Gold) at the Office
until 10 a.m. on the day of sailing.
Silk and Valuables for Europe will be
transhipped at Colombo; Tea and Gen-
eral Cargo for London will be conveyed
via Bombay without transhipment, arriving
one week later than by the ordinary direct
route via Colombo.

For further Particulars, regarding
FREIGHT AND PASSAGE, apply to the
PENINSULAR and ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.
Passengers desirous of insuring their bag-
gage must do so on application at the Com-
pany's Office.

N.H.—This Steamer takes Cargo and Pas-
sengers for MARSEILLES.
A. McIVER, Superintendent.
Hongkong, November 14, 1884. 1923

NOT RESPONSIBLE FOR DEBTS.
Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

ALMAHA, American 3-m. schooner, Capt.
E. G. Lapham—Birley, Dalrymple & Co.
C. ROSENBERG, German barque, Capt. H.
Schulz—Siemssen & Co.

CARIE HECKLE, Amr. barquentine, Capt.
Sananton—Arnold, Karberg & Co.
IMPORTERS, American barque, Capt. John
P. Wessels—Melchers & Co.

JOHN C. MUNRO, British barque, Capt.
Wm. Sumner—Adamson, Bell & Co.
LIVINGSTON, German barque, Capt. H.
Steffens—Wissler & Co.

MIKAO, British barque, Capt. Contanoe—
Gibb, Livingston & Co.
MOUNT LIBANON, British steamer, Capt.
D. Maxwell—Borneo Company, Limited.

NANAIHO, American barque, Captain John
Dodd—Arnold, Karberg & Co.
SARAH HOBBS, American ship, Capt. J.
Bass—Arnold, Karberg & Co.

UNDAUNTED, American ship, Capt. Jas.
P. Hamilton—Order.

SHIPPING.
ARRIVALS.
November 13, 1884—
Greyhound, British steamer, 277, D.
Scott, Pakhoi November 8, Hoihow 11, and
Macao 15, General—Adamson, Bell & Co.

November 14—
Peking, French steamer, 2,075, Bretel,
Yokohama November 8, Hoihow 11, and
Macao 15, General—Adamson, Bell & Co.

Peking, British steamer, from Wampoa.
Curran, H. B. M. S. corvette, 2,380, Anson
Schomburg, Wampoa Nov. 8.
Gloucester, German steamer, 1,993, Ber-
telsen, Swatow November 13, General—
Bentley & Co.

Ingatun, German steamer, 855, T. B.
Massmann, Nagasaki November 9, Coal.
Siemssen & Co.

DEPARTURES.
November 13—
Haitie E.

The case in which George Corbett, lately a seaman on board the American ship *Unadilla*, sued the master of that vessel for \$500 damages for false imprisonment, will be heard by Mr. Justice Russell, in the Summary Jurisdiction Court, to-morrow, commencing at 10.30. Mr. D. Caldwell will appear for the plaintiff; and Mr. J. J. Francis will conduct the case for the defendant. This morning Mr. Francis said the ship was loaded and ready for sea, and applied to have the case taken to-morrow. His Lordship, in granting the application, remarked that he always liked to be assisted by a jury in cases where damages were to be assessed. He would, however, hear this case without one.

This search for the remains of the poor girl supposed to have been burnt during the fire in Sai Woo Lane yesterday morning, was continued to-day by the police, and about noon all doubt as to the fate of the missing child was removed by the discovery of her body, terribly charred and mutilated, under a heap of debris directed underneath the floor of No. 15. It seems probable that the ill-fated girl, instead of leaving the burning house by the trap-door in the roof, as the rest of her family succeeded in doing, must have choked to death and have there been crushed and rendered insensible by the smoke which filled the upper part of the house before the flames reached it.

A coroner's inquest was opened this afternoon, to enquire into the circumstances of the girl's death, by Mr. Wise and a jury composed of Messrs. A. Williams, H. M. Bastos and P. D'Agostino.

After the jury had proceeded to the new mortuary to view the body the enquiry was adjourned until Monday next at 12 o'clock.

The estimate of £735,000 to be asked for in the House of Commons for an expedition to Bechuanaland, is the best evidence that the British Government has at last determined to put a stop to the encroachment of the Boers in one direction—over the Western borders of the Transvaal. In defiance of the liberal Convention recently concluded with these people, Bechuanaland, although it had been placed under British protection, was entered by large parties of Boer freebooters, who established their own administration, insulted the British resident, lowered the British flag, fought with the forces representing British authority, and murdered in cold blood Mr. Bethel, an acting officer of police in the British service. It is quite time for British authority to be asserted in the country with a strong hand. Either England should throw off her responsibilities in this most troublesome part of the world, or, at least, the same to be respected.

We hear that the Chinese Government have resolved on placing Pakhoi and Hoihow in telegraphic communication with Canton. A Danish gentleman, Mr. Muhlenseth, of the Great Northern Telegraph Company, has already proceeded to Pakhoi, whence he has started inland to survey the country between the coast and the main line going from Canton to Tonquin through Kwangsi. It is supposed it will take him six weeks to accomplish this work. On reaching a certain point of the main line, where he will find all the necessary, he will make his way back to Pakhoi, putting up the line. In the meantime another gentleman is to proceed later on to Pakhoi and making use of Mr. Muhlenseth's survey, he will start building the line from that point and meet Mr. Muhlenseth about half way. They will then proceed to put up a land-line hence to Cape Omi, whence a cable will be laid over to Hainan. The whole work will, it is supposed, be finished in about three months. The Great Northern Telegraph Company is supplying all the instruments, wires and cables, and their cable ship will lay the latter.

These cases, brought before the Police Magistrate this morning, were for the most part, devoid of public interest. Two couples appeared on a charge of entering the premises of Mr. F. G. Glaser, in Wellington Street, and stealing a case of cloths. The two men were seen in the street, near the house, at 4 A.M., carrying the case of wine between them. Lukong No. 230 went up to see what they were carrying and the defendants at once dropped the case in the road and bolted. One of them was caught by the inkling, the other being stopped by an Indian constable who held the inkling's whip for assistance. There was not sufficient evidence to prove that the defendants had entered the house and stolen the wine, which was identified by Mr. Glaser as a case which had been placed in his store-room, and the prisoners were therefore convicted of unlawful possession and fined \$25 each, or two months' imprisonment. The first defendant had his impudence to state that the constable entered the house and brought out the case of wine, engaging him to carry it.

Another couple, a member of that troublesome class which is always engaged in petty pilfering, was sent to prison for six months for stealing a box of old rope from the Hongkong Dock. The culprit had undergone six months' before, as well as some lighter sentences, but they appear to have had no salutary effect upon him. No doubt the members of this class during the winter months are a great attraction to the eyes of the police.

Among the outward-bound passengers by the City of Tokio from Yokohama on Nov. 7th was the Honorable L. Groville, hitherto Second Secretary of Her Majesty's Legation, who returns to England to occupy a post at the Foreign Office, after a residence of less than two years in Japan.

It is stated that should the Poles refuse to pass the Franchise Bill in the Autumn Session, Mr. Gladstone will not advise the Queen to create a sufficient number of peers to carry it unless the majority against the measure is appreciably reduced; but that should the majority be anything like fifty, the Premier will propose another way of solving the difficulty.

This following story, which was told a short time ago by a scientific contemporary, illustrates the excessive zeal of the police in Russia. A nihilist being wanted, the Prefect of the St. Petersburg Police sent round to every bureau in the Empire no less than six photographs of the man, each showing him in a different position. The nihilist remarked the Prefect's most sanguine efforts in a week or two from a distant Trans-Caucasian station came the cheering message from an active Superintendent:—Your Excellency, I have the honor to report that I have already caused to be arrested four of the atrocious criminals whose portraits you recently sent, and from information received, confidently hope to capture the other two very shortly.

The Moore and Burgess Minstrels began their twentieth year at St. James's Hall on the 30th September. For nineteen years, with only one or two breaks, they have had an almost continuous season of eight performances weekly. In the course of the evening Mr. G. W. Moore, the organ of the troupe, made a speech. He said he felt proud of having run nightly a show for nineteen years, the only show of which this could be said. Over one hundred houses had competed with him since he started, but as they had not hurt him he had nothing to say against them. His minstrelsy had been the ladies. On an average seven ladies came to one gentleman. He looked round the hall and saw people who first came there as children, and since had grown up and married, their children being also patrons. Personally he grew younger. He again remarked he took credit for having an audience that ladies and children, and accompanied, could pay their cash at the door and leave by 10.30, always unmolested. As his company were capable of singing a solo. Some had come as boys (he pointed out four), and as boys they showed ability they were eventually placed in the front row as adult voices. He made the youngsters at the back stand up, and remarked they all sang at church, which brought him good luck. He again thanked the audience, and repeated his motto—'We strive to please.' With much vigour, he then sang a song, and then a solo. Mr. Moore said all his riddles were impromptu, so that the audience would not hear the same riddles repeated, as many came three nights a week.

His Excellency Sir George Bowen embarked at Kulu, says the *Japan Mail*, for Hongkong in the P. & O. steamer *Tokoro*, on the morning of the 3rd instant. His Excellency's health was considerably improved by the trip to Japan, and he gained many friends among Japanese and foreigners, his cordial geniality having won the hearts of all those with whom he was brought in contact. Two days before his departure, a telegram was received from the Administrator in Hongkong reporting everything perfectly quiet there, so that we may fairly regard the recent disturbance as a thing of the past. Indeed, there is every reason to think that the real nature of the affair was considerably exaggerated in certain quarters, and that it ought properly to have been described as a brief strike and riot, not more serious or significant than occurrences of a similar description so common in the large industrial centres of Europe. It has been asserted by persons thoroughly conversant with the conditions of life at Hongkong, that the seeds of dissension sown by Sir John Pope Hennessy's indiscretions were bound to bear fruit, sooner or later, in some popular ebullition such as that recently witnessed. This view certainly refutes the retrospective account, despite the consistency which every one must feel in Sir George Bowen's administration, it is unpleasant to think that the difficulties with which his task is beset at this critical juncture, should be aggravated by a cause so avoidable as a professor, Sir George, before leaving Japan, expressed himself as most favorably impressed with the remarkable material, social, and political progress made by this country since the Restoration, and we believe that he has placed on official record a well-deserved tribute to the resolute and persevering efforts which the educated classes are making to bring their country abreast of Western civilization. His Excellency also conveyed to the Minister for Foreign Affairs his deep sense of the courtesy and hospitality extended to him by the Japanese Government, whose guest he was during the last fortnight of his stay here. We observe, as a happy coincidence, that while the Governor of Hongkong was enjoying Japanese hospitality at the Court of St. James, on his way to London, was receiving military honors and whatever attention it was in the power of the authorities at Hongkong to bestow, in accordance with special instructions issued by Sir George before he left the Colony.

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CRICKET.

A. to G.—First innings. This match was commenced this afternoon, with splendidly brilliant weather and on a good wicket. The representatives of the latter portion of the alphabet won the toss and went first to the wicket. The innings closed, without any particularly good being made, for a total of 64. The A. to G's followed and succeeded in knocking up 68 runs for the loss of four wickets at the time of drawing the stumps. D'Aeth was then not out for 24, G. S. Coxon being the other not out. At present the chances look decidedly in favour of the alphabet.

beginners. Play will be resumed at 2 p.m. to-morrow. We append to-day's scores—

A. to G.—First innings. 1. P. C. H. 2. D. A. 3. D. A. 4. D. A. 5. D. A. 6. D. A. 7. D. A. 8. D. A. 9. D. A. 10. D. A. 11. D. A. 12. D. A. 13. D. A. 14. D. A. 15. D. A. 16. D. A. 17. D. A. 18. D. A. 19. D. A. 20. D. A. 21. D. A. 22. D. A. 23. D. A. 24. D. A. 25. D. A. 26. D. A. 27. D. A. 28. D. A. 29. D. A. 30. D. A. 31. D. A. 32. D. A. 33. D. A. 34. D. A. 35. D. A. 36. D. A. 37. D. A. 38. D. A. 39. D. A. 40. D. A. 41. D. A. 42. D. A. 43. D. A. 44. D. A. 45. D. A. 46. D. A. 47. D. A. 48. D. A. 49. D. A. 50. D. A. 51. D. A. 52. D. A. 53. D. A. 54. D. A. 55. D. A. 56. D. A. 57. D. A. 58. D. A. 59. D. A. 60. D. A. 61. D. A. 62. D. A. 63. D. A. 64. D. A. 65. D. A. 66. D. A. 67. D. A. 68. D. A. 69. D. A. 70. D. A. 71. D. A. 72. D. A. 73. D. A. 74. D. A. 75. D. A. 76. D. A. 77. D. A. 78. D. A. 79. D. A. 80. D. A. 81. D. A. 82. D. A. 83. D. A. 84. D. A. 85. D. A. 86. D. A. 87. D. A. 88. D. A. 89. D. A. 90. D. A. 91. D. A. 92. D. A. 93. D. A. 94. D. A. 95. D. A. 96. D. A. 97. D. A. 98. D. 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